

Chapter 11 STREETS*

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***State law reference(s)**--Obstructing streets, 17 M.R.S.A., § 27802; snow removal, 23 M.R.S.A., § 3201 and 30 M.R.S.A., § 2151(2); liability for damages, 23 M.R.S.A., § 3651 et seq.

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ARTICLE 1. STREET CONSTRUCTION REQUIREMENTS*

*State law reference(s)--Construction requirements, 23 M.R.S.A., § 3051 et seq.

Sec. 11-1. Purpose.

The purpose of this section is to:

- A. Promote public health, safety and welfare of the residents of Winslow by establishing construction standards for public and private roads.
- B. Establish minimum specifications for the design and construction of driveways and roads.
- C. Ensure that safe and sufficient access is provided to all development within the town.
- D. Promote road durability and reasonable service life.
- E. Establish minimum standards for traffic safety and the carrying capacity of roads.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-2. Applicability.

These standards shall apply to all new and expanded public and private roads and driveways within the Town of Winslow that are designed, installed or constructed as of the effective date of these standards on 9-11-06.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-3. Standard Requirements.

- A. *Provisions of Safe and Adequate Access:* All development, structures, and buildings located in the Town of Winslow shall have access to a public road. The type of access will vary, depending on the location and number of residential dwelling units. Commercial and other non-residential access shall be designed based upon the estimated daily vehicular trips. Classifications are as follows.

Driveway: A driveway may not serve more than two (2) residential dwellings. It is intended for private access and it not eligible for public acceptance.

Common Driveway: A common driveway may serve no more than four (4) residential dwellings. Common driveways are intended to serve rear lot development and small

housing clusters with limited potential for additional housing. They are not eligible for public acceptance.

Minor Rural Road: A minor Rural Road is designed to serve up to ten (10) residential dwellings or 100 vehicle trips per day. Minor rural roads are intended for low-density subdivisions and developments where future expansion is limited.

Rural Road: A Rural Road is designed to serve up to twenty (20) residential dwelling units or two hundred (200) vehicle trips per day. The Rural Road design is intended for small to moderate-sized subdivisions and developments.

Major Rural Roads: A Major Rural Road is designed to serve developments of more than twenty (20) residential dwellings or 200 vehicle trips per day. Major Rural Roads are intended for use in major developments and as collectors for other rural roads.

Urban Roads: An Urban road is designed for subdivisions and developments within the MDOT Urban Compact Areas. The Urban Road Design is intended to reflect the more densely – developed portions of the town. Sidewalks, curbs, and gutters will be required when the abutting public road is already serviced. Open ditch drainage may be used in those areas not served by the municipal system.

- B. *Commercial and Non-Residential Development:* Driveways and roads proposed to serve commercial and non-residential developments shall be designed by a professional engineer and designed to serve the estimated daily vehicular trips for the proposed use.
- C. *Exceeding Design Category:* Nothing shall prevent a person from designing and building a road or driveway to a higher category than required by these standards.
- D. *Future Upgrades:* All roads and driveways constructed after the effective date of these standards may not serve new development that would exceed the dwelling unit design threshold of the road or driveway in which they were constructed, unless the road or driveway is expanded according to these standards.
- E. *Upgrades to Existing Roads:* A road built prior to the effective date of these standards shall be upgraded in conformance with these standards whenever the existing road provides the only access for proposed development and would exceed the design threshold. The Planning Board may determine that an upgrade is not required, but only if the new development will also be served by another town road or if the expansion makes a new connection to another town road.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-4. Procedural Requirements.

- A. The Planning Board shall review applications for establishment of new roads under this section or in conjunction with subdivision applications.
- B. The Planning Board shall evaluate the type of road selected by the applicant to ensure that

the road will be capable of accommodating future development expansion. The Planning Board may vote to require a higher road classification and shall consider the following in making its determination:

1. Whether the particular conditions of the site allow for future expansion.
 2. A phase built-out of the subdivision is proposed.
 3. The applicant owns or has retained land adjacent to the subdivision with future development potential.
 4. Land adjacent to the proposed subdivision is suitable for future development.
 5. The density of development accessing the road.
- C. The applicant shall provide, to the Planning Board, detailed construction drawings showing a plan view, profile, and typical cross-section of the proposed road, and existing roads within 300 feet of any proposed intersection. The road plans shall be designed by a professional engineer. The plan view shall be at a scale of one inch equals no more than fifty (50) feet. The vertical scale of the profile shall be one inch equals no more than five feet. The plans shall include the following information:
1. Date, scale and north point indicating magnetic or true north.
 2. Intersections of the proposed road with existing roads.
 3. Roadway and right-of-way limits including edge of pavement, edge of shoulder, sidewalks and curbs.
 4. Kind, size, location, material, profile and cross-section of all existing and proposed drainage structures and their location with respect to existing and natural waterways and proposed drainage ways.
 5. Complete curve data shall be indicated for all horizontal and vertical curves.
 6. Turning Radii at all intersections.
 7. Centerline gradients.
 8. Size, type and locations of all existing and proposed overhead and underground utilities.
 9. Erosion control plan showing all temporary and permanent measures.
 10. Storm water control plan for the roadway.
 11. Where a private road is proposed, a management plan detailing who is responsible for maintenance and how it will be funded.

12. Stamp and signature of the engineer.

- D. *Engineering Waivers:* Engineering alternatives for new or different materials and practices may be considered by the Planning Board, provided that the intent of these standards is not reduced. The applicant shall hire a professional engineer to provide the Planning Board with all necessary information, in order to determine the adequacy of the proposed alternative.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-5. Driveway and Common Driveway Design Standards.

All driveways and common driveways shall be constructed to the following minimum standards:

General Standards for Driveways and Common Driveways:

- A. A driveway shall be considered a private way and shall be maintained by its owner or owners.
- B. A turnaround area shall be provided for every portion of the driveway in excess of 800 feet.
- C. Each driveway shall be designed with sufficient vehicle turnaround area to enable a driver to exit onto the road without backing onto the road.

Driveway Standards:

- A. The minimum right-of-way is 20 feet for shared use.
- B. The minimum travel way is 10 feet.
- C. The minimum intersection with the road is 75 degrees.
- D. The maximum grade within 75 feet of the road intersection is 3%.

Common Driveway:

- A. The minimum right-of-way is 35 feet.
- B. The minimum travel way is 14 feet.
- C. The minimum gravel surface shall be 16 inches.
- D. The minimum intersection with the road is 75 degrees.
- E. The minimum grade within 75 feet of the road intersection is 3%.
- F. The maximum length is 2,400 feet.

(Ord. No. 3-2006, 9-11-06)

Sec.11-6. Road and Material Specifications.

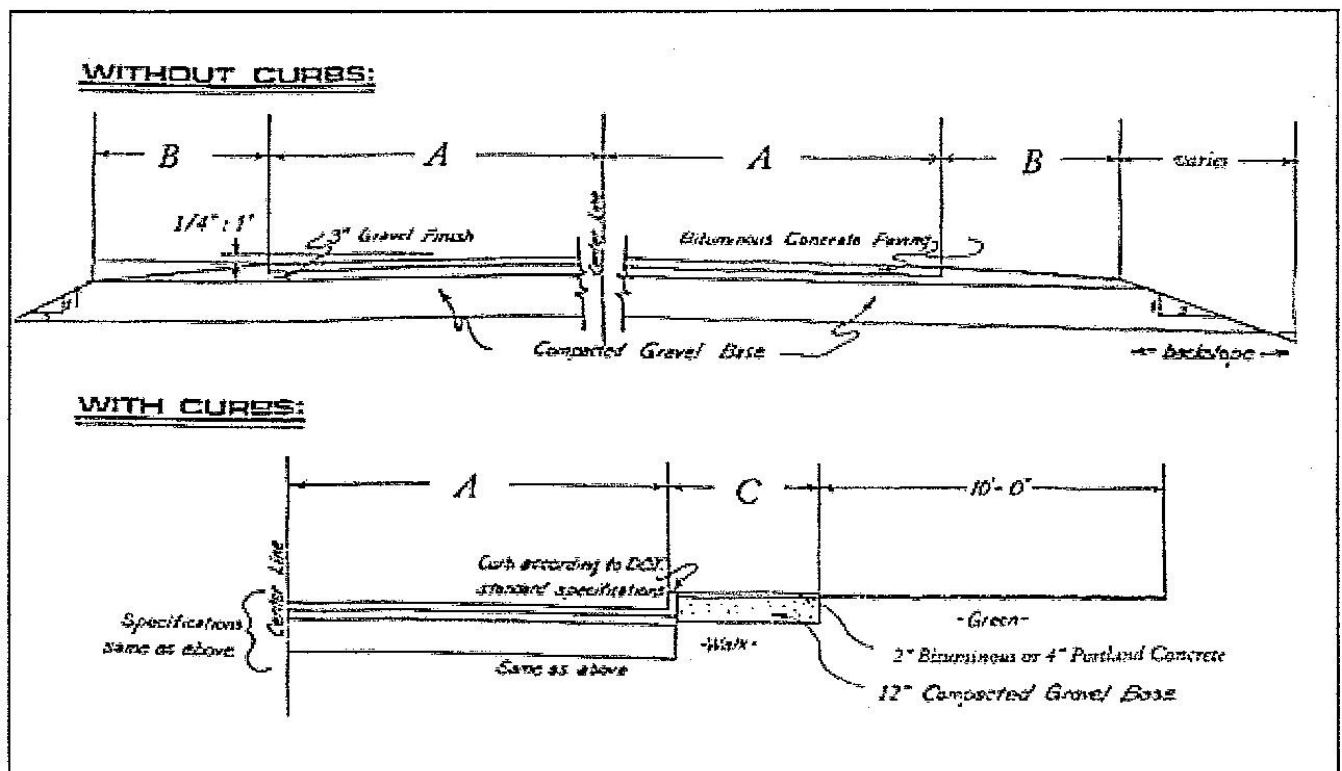
A. General Design and Construction Standards:

	Minor Rural Road	Rural Road	Urban Road		Major Rural Road
			Ditch Section	Curb Section	
Right-of-Way (in Feet)	60	60	60	50	60
Travel Way (in feet) "See Diagram A"	18	20	24	24	24
Shoulder Width (in feet) and Type (*Note #1*) "See Diagram A"	3 gravel *See note #1	4 gravel *See note #1	6 *See note #1	6 paved	6 gravel *See note #1
Sub Base Gravel	12 inches	12 inches	12 inches	12 inches	12 inches
Base Gravel	6 inches	6 inches	9 inches	9 inches	9 inches
Surface Gravel (gravel Roads)	3 inches	3 inches	3 inches	3 inches	3 inches
Bituminous Surface Base Surface	3 inches 2 inches 1 inch	3 inches 2 inches 1 inch	3 inches 2 inches 1 inch	3 inches 2 inches 1 inch	3 inches 2 inches 1 inch
Roadway Crown (inches)	3/8	3/8	3/8	3/8	3/8
Maximum Grade (*Note #2*)	*8%	*8%	*8%	*8%	*8%
Minimum Grade	0.5%	0.5%	0.5%	0.5%	0.5%
Minimum Intersection	75 degrees	90 degrees	90 degrees	90 degrees	90 degrees
Minimum Radius					100 feet
Minimum Tangent Length					100 feet
Shoulder Grade	¼	¼	¼	¼	¼
Max Grade Within 75 feet of Intersection	3%	3%	3%	3%	3%
Min Ditch Back Slope	3 to 1	3 to 1	3 to 1	n/a	3 to 1
Min Ditch Fill Slope	3 to 1	3 to 1	3 to 1	n/a	3 to 1
Minimum Ditch Elevation Below Centerline	30 inches	30 inches	24 inches	n/a	30 inches
Minimum Culvert Diameter	18 inches	18 inches	18 inches	18 inches	18 inches
Min Radius w/o Super Elevation	175 feet	280 feet			280 feet
Min Radius with	110 feet	175 feet			175 feet

Super Elevation					
Number of Sidewalks (*Note #3*)	*See Note #3	*See Note #3	*See Note #3	1 *See Note #3	*See Note #3
Max. Distance between Cross Streets			1,320 feet	1,320 feet	
Drainage Type	Open Ditch	Open Ditch	Open Ditch	Curbs and Gutter	Open Ditch

- *Note #1* A paved shoulder may be required if the road is identified in the Town's Master Trail Plan as a corridor for pedestrians and bicycle travel. (This requirement is subject to the adoption of the Master Trail Plan by the Town.)
- *Note #2* The Planning Board may increase the maximum grade to 10% in areas of existing steep slope.
- *Note #3* See specific sidewalk requirements (Article 1, Section 11-10) contained in these standards.

Diagram A.



- B. **Gravel Sub Base Material Specifications:** The gravel sub base course shall be gravel, composed of durable particles free from vegetative matter, lumps or balls of clay and other deleterious matter. The gradation of the part that passes a 3-inch square sieve shall meet the grading requirements below. The maximum stone size shall be 6 inches.

Sieve Designation	Percentage by weight passing square sieve
¼ inch	25 - 70 % (Note #1)
No. 40	0 - 30 % (Note #1)
No. 200	0 - 5% (Note #1)

- C. *Gravel Base Material Specification:* The base course shall be crushed gravel or screened gravel of hard durable particles free from vegetative matter, lumps, or balls of clay. The gradation that passes a 3 inch square sieve shall meet the grading requirements below.

Sieve Designation	Percentage by weight passing square sieve
½ inch	45 – 70% (*See Note #1)
¼ inch	30 – 55% (*See Note #1)
No. 40	0 – 20% (*See Note #1)
No. 200	0 – 5% (*See Note #1)

- D. *Surface Gravel Material Specifications:* Surface gravel for use on gravel roads shall have no stone larger than 2 inches in size and shall meet the grading requirements below.

Sieve Designation	Percentage by weight passing square sieve
2 inch	95 – 100% (*See Note #1)
¼ inch	30 – 65% (*See Note #1)
No. 200	7 – 12% (*See Note #1)

Note #1 Or as Approved by Public Works Director

- E. *Bituminous Pavement Specifications:* All bituminous pavements shall meet the MDOT Standard for Hot Mix Asphalt Pavement (Section 401) with a binder course of 12.5mm mix and a finish course of 9.5mm mix. Recycled asphalt shall comprise no more than 15 percent of delivered pavement material.
- F. *Paving Required:* Bituminous (paved) surface is mandatory for Urban Roads, optional for all other. However, only roads with a bituminous surface are eligible for town acceptance. Whenever a gravel road intersects with a paved public road, it shall be paved with bituminous concrete for a distance extending from the edge of the road pavement to the right-of-way road limit of the town road.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-7. Preconstruction.

- A. The centerline of the roadway shall be the centerline of the right-of-way.
- B. Before any clearing has started on the right-of-way the centerline and sidelines of the new road shall be staked or flagged at fifty foot intervals.
- C. Before grading is started, the entire area within the right-of-way necessary for traveled way, shoulders, sidewalks, drainage and utilities shall be cleared of all stumps, roots, brush and

other objectionable material. All shallow ledge, large boulders and tree stumps shall be removed from the cleared area.

- D. All organic materials shall be removed to a depth of two feet below the sub-grade of the roadway. Rocks and boulders shall also be removed to a depth of two feet below the sub-grade of the roadway. On soils which have been identified as not suitable for roadways, either the subsoil shall be removed from the road site to a depth of two feet below the sub-grade and replaced with material meeting the specifications for gravel sub-base or a suitable geotextile may be used.
- E. After the sewer has been constructed, the entire area of the street shall be graded to finished grade as shown on the plan, profile and cross sections. The roadway shall be graded with the good building gravel or crushed stone. The sidewalks shall be graded with gravel or crushed stone and the planting spaces or esplanades between the sidewalks and the roadways shall be graded with loam. At all corners at the ends of the curves approved, granite bounds shall be set under the direction of the engineer. (Town Warrant, Book 9, Art. 54, § 11, 3-11-47; Ord. No. 3-2006, 9-11-06)
- F. Except in a ledge cut, side slopes shall be no steeper than a slope of three feet horizontal to one foot vertical, and shall be graded, loamed, limed, fertilized, and seeded according to the erosion control plan. Where a cut results in exposed ledge, a side slope, no steeper than one for horizontal to four feet vertical, is permitted.
- G. All water lines and sanitary lines shall be located and separated as prescribed by local and state requirements. The placement of water lines and sewer lines shall be reviewed by the Kennebec Water District and the Winslow Public Works Director (or his designee), respectively.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-8. Storm Water.

All roads shall be designed with adequate drainage facilities to provide for the removal of storm water and to prevent flooding of the pavement and erosion to adjacent property.

The erosion control plan shall show all temporary and permanent measures, designed in accordance with the "Maine Erosion and Sedimentation Control Handbook for Construction: Best Management Practices, March 1991," or as most recently amended.

The storm water control plan shall be designed in accordance with "Storm Water Management for Maine: Best Management Practices," published by the Department of Environmental Protection, 2006, or as most recently amended.

If storm water is proposed to be directed into the Town of Winslow storm sewer system, the Public Works Director (or his designee) shall approve the proposed design and flow into the town's system.

Prior to acceptance by the Town, a drainage easement shall be provided to the Town for the

deposit of storm water into private retention ponds serving the storm water system.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-9. Design of Dead-End Roads.

A dead end road is one which has only one access to an existing public road. A dead end road is limited to twenty (20) dwelling units or no more than two-hundred (200) vehicle trips. Roads that serve more than 20 dwelling units shall have at least two access points to an existing public road.

Dead end roads shall be designed with a terminus suitable for emergency and public vehicles. If designed as a cul-de-sac (rounded) terminus, the paved portion of the road shall be at least 60 feet in radius, with a right-of-way extending at least ten feet beyond the pavement. If designed as a Hammerhead (flat) terminus, pavement must extend a minimum of 60 feet by 120 feet.

Driveways are not permitted to access the hammerhead, except in locations specified by the Public Works Director.

The Planning Board may require the reservation of a 60 foot easement at the terminus of the road, if future continuation of the road is possible.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-10. Curbs and Sidewalks.

All roads entering a curbed street should be curbed with materials matching the street curbing.

Sidewalks are required on at least one side on an Urban Road and whenever a new road connects to an existing road with a sidewalk. Sidewalks shall meet the following minimum standards:

- A. Sidewalks may be located adjacent to the curb, but it is recommended to locate sidewalks a minimum of 2½ feet from the curb facing or edge of shoulder if the street is not curbed.
- B. A bituminous sidewalk shall have a gravel base course of at least 12 inches and a one-inch bituminous pavement surface conforming to the MDOT specification for finish pavement. A Portland cement concrete sidewalk shall have a gravel base course of at least 12 inches and a surface shall be 4 inches of concrete reinforced with a six inch square, number 10 wire mesh.
- C. All sidewalks shall measure at least four (4) feet in width.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-11. Status of Roads.

- A. *Acceptance as Town Roads:* The approval by the Planning Board of a proposed driveway or road shall not be deemed to constitute, nor be evidence of, acceptance by the Town.

Only roads with a bituminous surface conforming to the design and construction standards contained in these standards and as outlined in Chapter 10: Section 10-7, 10-9 and 10-10. in the most recent edition of the Charter and Code of Winslow, Maine are eligible for town

acceptance.

- B. Private Minor Rural Roads or Private Rural Roads proposed for public road acceptance shall be reclaimed (pulverized and ground) prior to widening and paving to meet public road standards.
- C. *Road Maintenance Responsibility*: the maintenance of a road shall be the responsibility of the subdivision owners, developers, or road owners until such time that the road is accepted by the Town. A maintenance plan shall be submitted to the Planning Board for approval.
- D. *Private Roads*: All roads not dedicated to the Town shall be maintained by the subdivision owners, developer or road owners. The Planning Board shall review the maintenance plan to ensure that sufficient provisions have been made to maintain all improvements.

All private roads shall contain a statement on the subdivision plan and subsequent deeds which states as follows:

- 1. Roads, indicated as privately-owned roads, shall remain private and will be maintained by the developer or the lot owners and shall not be accepted nor maintained by the town unless said street has been brought up to, or otherwise meets the standards for public road acceptance.

(Ord. No. 3-2006, 9-11-06)

Sec. 11-12. Utility Installation and Grading of Roadway.

After the sewer, storm drains, and water lines have been constructed, the entire area of the street shall be graded to rough grade as shown on the plan, profile and cross-sections. The roadway shall be graded with the good building gravel or crushed stone. The sidewalks shall be graded with gravel or crushed stone and the planting spaces or esplanades between the sidewalks and roadways shall be graded with loam. At all corners at the ends of the curves approved, granite bounds shall be set under the direction of the engineer.

(Town Warrant, Book 9, Art. 54, § 11, 3-11-47; Ord. No. 3-2006, 9-11-06)

ARTICLE 2. STREET EXCAVATIONS*

State Law Reference(s) – Excavating in streets, 23 M.R.S.A, § 3381.

Sec. 11-13. Permit Required.

Any person, firm, contractor or utility must obtain a street opening permit prior to excavation of any town street and/or way by filling out a street opening application.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-14. Application.

After the application for the permit is completed, the contractor will review the area to be excavated with the director of public works or his designee.

(Ord. No. 1-1987, 3-9-87 Ord. No. 3-2006, 9-11-06)

Sec. 11-15. Fee and Deposit.

Before the permit is issued, a permit fee of ten dollars (\$10.00), plus a deposit in the amount of ten dollars (\$10.00) per square foot of excavation within or along any town street, way, or property, shall be paid to the Town of Winslow.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-16. Issuance of Permit.

No owner or his contractor may commence street excavation without a copy of the permit. The owner of the connecting facility, as well as his contractor, jointly and/or severally shall be the responsible party.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-17. Excavation and backfilling requirements.

The following requirements will be adhered to unless exceptions or additions are noted on the permit:

1. Contractor will provide proper traffic and safety control at all times.
2. One-way traffic will be maintained.
3. Pavement will be excavated along neat lines.
4. No sewer pipe will be placed on a bed of not less than six (6) inches of sand-type granular material having no stones greater than one (1) inch in diameter.
5. No backfilling will be conducted without authorization of the director of Public Works.
6. Backfill material shall be same granular material as the bed for a distance of one (1) foot over sewer pipe.
7. The remainder of backfill shall be of granular material having stones no larger than four (4) inches in diameter.
8. Backfilling will be by layer method, compacted in eight (8) – inch layers by vibrator method, or as approved by the director of public works, up to the finish grade.
9. No pavement will be placed without authorization of the director of public works, and shall not be less than thickness of existing pavement.

10. Any pavement damage by contractor will be replaced as so directed by the director of public works.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-18. Acceptance.

Upon acceptance by the director of public works, the deposit shall be refunded, minus any funds as directed by the director of public works for additional or future repair to that excavated portion of the town street, way, or property in order to return such portion to its original condition prior to such excavation.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-19. Exceptions.

Any emergency deemed such by the director of public works or his designee in his absence, shall not need an opening permit prior to work, and the director of public works or such designee shall be notified as soon as possible, and contractor/owner will secure an after-the-fact permit pursuant to the requirements of this article.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-20. Penalty.

Any contractor or owner found in violation of this article shall be subject to a fine of not more than two thousand dollars (\$2,000.00), exclusive of the town's costs and attorney's fees which shall be recoverable to the town. The Town of Winslow may in addition to any civil penalties, costs and attorney's fees, be paid all its resulting and compensatory damages, costs and expenses related to any violation of this article.

(Ord. No. 1-1987, 3-9-87: Ord. No. 3-2006, 9-11-06)

ARTICLE 3. STREET ENTRANCES

Sec. 11-21. Permit required; fee.

No person, firm or contractor shall construct an entrance on any town way without obtaining a street entrance permit. A site review shall be conducted by the director of public works or his designee before the permit is issued. Permit fee shall be fifty dollars (\$50.00).

(Ord. No. 1-1987, 3-9-87: Ord. No. 3-2006, 9-11-06)

Sec. 11-22. Construction Requirements.

1. When a culvert or other drainage facility is required, it shall be furnished by the owner to the director of public works' satisfaction and installed and maintained by the Town of Winslow.
2. No town street, way, or property shall be altered without written permission.
3. Any town street, way, or property disturbed shall be repaired as directed by the director of public works.
4. A residential lot shall have an entrance no wider than twenty (20) feet along edge of pavement.
5. A commercial or industrial entrance shall be no wider than thirty (30) feet in width for a single entrance.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-23. Acceptance.

After construction is completed, the director of public works shall inspect for acceptance. Any changes deemed necessary shall be borne by the owner.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-24. Penalty.

Any person failing to meet the conditions in section 11-21 to 11-22 shall be subject to cost of any construction by the town to repair or return the town's street, way, or property to its original condition prior to any damage by such violator and a civil penalty of not more than five hundred dollars (\$500.00) exclusive of the town's costs and expenses and attorney's fees which shall be recoverable to the town.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

ARTICLE 4. STANDARDS FOR STREETS TO BE ACCEPTED AND DEEDED TOWN WAY.

Sec. 11-25. Minimum standards for streets.

Item	Minor Street		Collector Street	
	Urban	Rural	Urban	Rural
Total Width of Pavement	34"	22"	36"	24"
Width of travel lanes	11'	11'	12'	12'
Width of Curb Offset	6'	*1	6'	*1

Width of Shoulders	6' paved	6' gravel	6' paved	6' gravel
Number of Sidewalks	1	*1	2	*1
R.O.W.	60'	60'	66'	66'
Maximum grade *	8%	8%	8%	8%
Center line radius	200'	200'	300'	300'
Tangent between reverse curves	100'	200'	300'	300'
Storm Drains	Appropriate ditches & culverts, and catch basins & under drain in curb sections with Planning Board approval, recommended by the Director of Public Works.			
Cul-de-sacs and T Turn-arounds *See Note #1	See Note #1	See Note #1	See Note #1	See Note #1
Maximum distance between cross streets	700'	1320'	1320'	1320'
Gravel Road Base	24" type 'D' gravel and 6" surface gravel upper base (Made up of 4" type 'B' compacted gravel and 2" leveling course of compacted gravel, 95-100% of which passes a 1" sieve.)			
Bituminous Surfacing	2" of compacted Bituminous base binder mix and 1.5" of bituminous surface 'C' mix.		2" of compacted Bituminous base binder mix and 2" of Bituminous surface 'C' mix.	
Drainage	Curbs, Gutters, Storm Sewer Systems	Ditches Culverts	Curbs, Gutters, Storm Sewer Systems	Ditches Culverts

* Note #1: As required by the Planning Board and the Town Engineer.

Specifications		
Hot Bituminous Pavement:	(Compacted)	Aggregated Gravel: (Compacted)
	2" Grade B mix	Base Course : 2—8" layers, Type B—4"
	1 ½" Grade C mix	Level Course: 2" 95—100% passing 1"
Specifications		
Hot Bituminous Shoulders:	(Compacted)	Side Slopes:
	3" Grade B Mix	Fills: 3:1 Residential 2:1 Non-Residential
Hot Bituminous Sidewalks:	(Compacted)	
	2" Grade C mix	Cuts: 1:4 in rock 2:1 in earth (backslopes)

* Maximum grade can be modified to 10% in cases of unusual circumstances. In no case shall

grade exceed 3% within 50' of any intersection.

1. All construction methods and materials shall conform to the "Standard Specifications for Highway & Bridges, State of Maine—Department of Transportation," latest revision, or approval by the director of public works.
2. Repair of roads damaged by a contractor. When construction material is to be transported over town ways, prior to any work the contractor shall:
 - a. Secure a contractor's bond of not more than five thousand dollars (\$5,000.00) per mile of traveled length, or
 - b. Deposit a like amount per mile of traveled length, which will be refunded, minus necessary funds for repairs as directed by town, upon completion of project.

The sum of money will be agreed upon in writing by the director of public works and contractor.

The term "contractor" shall mean any person, firm, corporation or company engaged in construction within the Town of Winslow.

3. Dust Control. Dust control measure will be required both on public and private ways. All foreign matter will be removed promptly from all public ways located within the Town of Winslow.
4. Penalty. Any contractor found in violation of this section 11-25 shall be subject to a fine of not more than two thousand dollars (\$2,000.00), exclusive of the town's costs and attorney's fees which shall be recoverable to the Town. The Town of Winslow may, in addition to any civil penalties, costs and attorney's fees, be paid all its resulting and compensatory damages, costs, and expenses related to any violation of this section 11-25.

(Ord. No. 1-1987, 3-9-87; Ord. No. 3-2006, 9-11-06)

Sec. 11-26. Markers required.

Granite monuments at least four (4) inches in width and four (4) feet in length must be set at all street corners or breaks in street lines including P.C. and P.T. points or curves, and at boundary corners or subdivisions.

(Town Warrant, Book 9, Art. 54, § 6, 3-11-47; Ord. 62-1976, 2-14-77; Ord. No. 3-2006, 9-11-06)

